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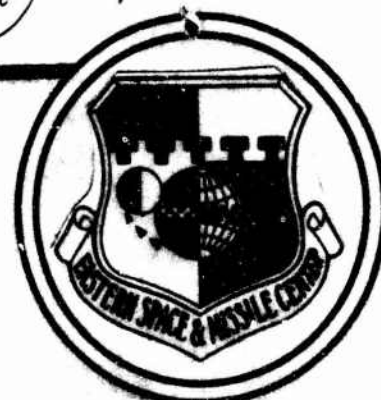
PACIFIC BARRIER RADAR III
(PACBAR III)

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16 Sept 83

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REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER ESMC-TR-83-07	2. GOVT ACCESSION NO. AD A33790	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) PACIFIC BARRIER RADAR III (PACBAR III)		5. TYPE OF REPORT & PERIOD COVERED FINAL
		6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s) C. D. Miller and J. D. Sigler		8. CONTRACT OR GRANT NUMBER(s)
9. PERFORMING ORGANIZATION NAME AND ADDRESS ESMC Range Ship Engineering Division Patrick Air Force Base, Fl 32925		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS ESMC/PM (STINFO) Scientific and Technical Information Office		12. REPORT DATE 16 Sept 83
		13. NUMBER OF PAGES 3
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		15. SECURITY CLASS. (of this report) Unclass/Unlimited
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report) "A" Approved for Public Release, distribution unlimited.		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) PACBAR III C-band signature radar metric radar system orbital tracking (missiles) re-entry tracking (missiles) spacetrack network		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) PACBAR III is a new addition to the spacetrack network for surveillance missile and satellite systems whose trajectories pass through a Mid-Pacific ocean corridor. As a spacetrack sensor, PACBAR III will share general spacetrack functions.		



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PACIFIC BARRIER RADAR III (PACBAR III)

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Abstract

PACBAR III will become a Space Division tracking (C-band radar) site in the Pacific, filling a gap in the worldwide tracking network. The C-band signature and metric radar system was removed from a tracking ship, the USNS General H. H. Arnold, prior to its deactivation in 1982. The C-band radar was a one-of-a-kind system designed by Sperry Gyroscope Co, Greatneck, N.Y. in the 1960's. Over the years the system was extensively modified by the Eastern Space and Missile Center (ESMC) to perform orbital and reentry tracking and recording of missile bodies. The data is collected on a primary target plus all secondary targets within the beam width and range cell. The Western Space and Missile Center (WSMC), Vandenberg Air Force Base, Calif is the Lead Range for PACBAR III. WSMC will construct the onsite facilities and ESMC will modify, refurbish, install, and check out the radar onsite.

1. Introduction

The PACBAR III (Pacific Barrier Radar, Station 3) is a new addition to the spacetrack network for surveillance of missile and satellite systems whose trajectories pass through a mid-Pacific ocean corridor. As a spacetrack sensor, PACBAR III will share the general spacetrack functions: to provide detection and ephemeris of new foreign launches; to identify and target space objects; and to maintain a catalog, including maneuvers and decay, of orbital objects.

The USAF Spacetrack Network consists of more than 15 radars, both ADCOM and non-ADCOM sensors, which support the Spacetrack mission. These sensors vary in type from the VHF interferometer fence across the continental United States to the 120-foot diameter X-band Haystack radar. Figure 1 illustrates the network's radar coverage. The "Southern Gap" or hole in the coverage is obvious in this illustration. The addition of PACBAR III will give Revolution 0 detection of most new foreign launches.

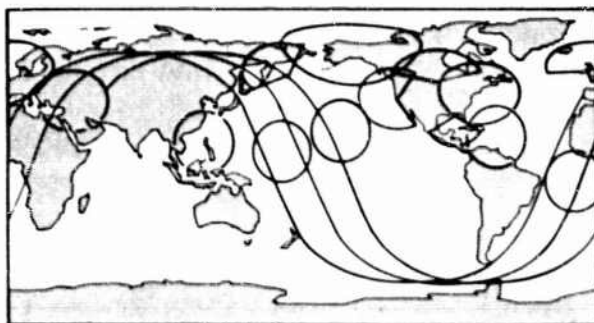


Fig. 1 Spacetrack Network Radar Coverage

*Member IEEE

II. Considerations/Available Assets

The general performance requirements of the PACBAR III radar were established as follows:

1. Search a predesignated 15-degree azimuth sector with a 97-percent probability of detecting a 6-square meter target in a 400-km orbit.
2. Acquire and track high-interest satellites at orbital altitudes as high as 800 km.
3. Metric accuracy comparable to the Ascension AN/FPQ-15 (± 0.1 mil).
4. Range resolution of approximately 2 MHz (approximately 80 yd).
5. Provide realtime payload vs. rocket body discrimination with digital recording of at least one target in the beam in addition to the "line track" target.
6. Transmit two-way digital message traffic between the site and the NORAD Cheyenne Mountain Complex at 2400 b/s.

Funds for a new radar system to meet these requirements were not available so a search was made of available/surplus radars that might be obtained to fill the Pacific coverage gap. About then the Eastern Space and Missile Center (ESMC) at Patrick Air Force Base, Florida was deactivating a range tracking ship (USNS General H. H. Arnold) which had been deployed to gather data on foreign missile launches. The equipment on this ship, including a 30-foot diameter C-band radar, was advertised as surplus and available to any user who would remove it from the ship. The Space Division (SD) and the Western Space and Missile Center (WSMC) requested and were given the C-band radar system to fulfill the PACBAR III requirements. SD knew the signature and metric capability of the radar and knew the modifications that had been made on an identical radar on the USNS Vandenberg, a sister ship. A design-to-cost philosophy for the PACBAR III radar dictated that specific subsystems from the USNS Arnold C-band radar be interfaced with both new equipment, using the design developed for the USNS Vandenberg system, and the previously developed software from the ESMC land-based on-axis radar systems. This approach results in a radar that meets SD needs at a reasonable cost.

To meet the radar system requirements while staying within the budget constraints, the following design criteria have been followed.

Search and Acquisition Capability

The search and acquisition capability of the existing system will be augmented by search detection of both interlaced vertical and horizontal pulses. A second video detection unit will be added to the existing range machine. The system will search in a 15-degree azimuth sector and will achieve a 97-percent cumulative probability of acquiring and tracking a 6-square meter target in a 566-km orbit. Additional design consideration will be given to acquiring and tracking scintillating targets.

Metric Accuracy

Metric accuracy of the complete system will be comparable to that of the Ascension AN/FPQ-15. The required metric accuracy will be obtained by control of random and systematic angle errors. A boresight tower will be included as a part of the system for calibration. On-axis tracking capability will provide realtime control of random errors of the encoder data. The physical construction of the pedestal will not allow a full 180 degree plunging capability, but approximately 140 degrees will be obtained by minor modifications to elevation mechanical stops.

Realtime Payload vs. Rocket Body Discrimination

The range and angle system is designed to operate in a multitarget environment. The existing range machine tracks two targets via the digital range tracker (DRT) and the auxiliary range tracker (ART). A modification will be made to obtain output-buffered 15-bit relative range data for the ART target. A second range track position will be added to the console for the ART so that while the ART, or second, target is being tracked, the primary target will be separately observed by the primary range operator. In the past, tracking a second target was often difficult because of the scintillation of the primary target and subsequent loss of angle track and all other data.

Two-Way Digital Message at 2400-b/s

An encrypted 2400-b/s AUTODIN data circuit will be set up between the radar site and NORAD headquarters.

Modification and Equipment Fabrication

Existing equipment consists of the antenna system (pedestal, dish, and feed system), the transmitter, and the digital ranger subsystem. These systems will be rehabilitated or modified to meet the PACBAR III requirements.

New equipment includes:

- RF receiver subsystem
- Solid state servo subsystem
- Automatic Mode Switching console
- SEL computer
- Microprocessor interface buffers for data handling
- Timing subsystem
- Communication subsystem

The new equipment being fabricated is of existing design and has been proven in operational use. Only those changes necessary for this particular application will be made.

III. System Performance Parameters

The PACBAR III radar system resulting from this integration of existing and newly fabricated equipment will produce a radar with the following system performance parameters.

Transmitter

- Frequency range
 - Wideband: 5.4 to 5.65 GHz
- Frequency
 - stability: 1 part in 10^9 /day
- Pulse repetition
 - frequency: 320 p/s (interlaced transmitters)
- Peak power: 0.8 MW (derated from 1.2 maximum)
- Average power (max):
 - 3.8 KW ea transmitter
- Beacon pulse coding:
 - 1 to 3 pulse coding
 - 1 to 11 μ s spacing
- Pulse width
 - Skin: 30 μ s
 - Beacon: 1 μ s nominal;
 - 0.50, 0.25 alternate

Receiver

- Frequency range (coherent):
 - 5.4 to 5.65 GHz in
 - 5.245 MHz steps
- Sensitivity: -109 dBm at 0 dB
- S/N in 4-MHz bandwidth
- Dynamic range: 70 dB plus 1F attenuation
- Compressed received pulse width:
 - 0.6 μ s
- Time sidelobe level: -35 dB
- All oscillators coherent with range master clock
- Loop gain 30 μ s, 320 PRF:
- 258-dB meters single pulse

Antenna

- Diameter: 30 ft.
- Type: parabolic dish
- Polarization: horizontal & vertical
- Gain: 52.5 dB (5.4 to 5.65 GHz)
- Beamwidth: 0.4°
- Mount: elevation over azimuth
- Feed: Multimode horn/Cassegrain subreflector
- Azimuth rotation: 540°
- Elevation rotation: -10° to 140°

Mount Dynamic Characteristics

- Slew
 - Maximum Elevation Velocity 280 mils/s
 - Maximum Train Velocity 390 mils/s
- Maximum Elevation
 - Acceleration 100 mils/s²
 - Maximum Train Acceleration 100 mils/s²

Rate Limits (Toward Buffers)

- Selection: Automatic in all modes
- 15° from buffer 180 mils/s
- 5° from buffer 0 mils/s
- mechanical buffer

Precision

- Range (DRT) 7 bits (LSB = 1.953 yd)
- Relative Range (ART) 15 bits (LSB = 31.25 yd)
- Angles 19 bits (LSB = 0.012 mrad)
- Range Designate (DRT) 25 bits (LSB = 1.953 yd)

Range Tracking

- Nonambiguous range 32,768 nmi
- Nonambiguous acquisition rng 4,096 nmi
- Slew rate 200,000 yd/s
- Acceleration $\pm 2,000$ yd/s²
- Tracking rate 20,000 yd/s
- Range master clock coherent with receiver local oscillators

Acquisition Aids

- Angle scans
- Auxiliary range tracker
- Automatic acquisition, vertical and horizontal channels, 1024 cell
- Computer designate

Data Recorded

- Digital time of day, millisec 80 p/s
- Digital azimuth pedestal position 80 p/s
- Digital elevation pedestal position 80 p/s
- Digital range primary target 80 p/s
- Digital range error, primary target 80 p/s

Digital range secondary target	80 p/s
Primary target amplitude vertical	160 p/s
Primary target amplitude horizontal	160 p/s
Primary target delta azimuth position vertical	160 p/s
Primary target delta elevation position vertical	160 p/s
Secondary target amplitude vertical	160 p/s
Secondary target delta azimuth position vertical	160 p/s
Secondary target delta elevation position vertical	160 p/s
Transmitter power vertical	160 p/s
Transmitter power horizontal	160 p/s

Video Output Available

Full bin logarithmic amplitude video
Full bin elevation video
Full bin azimuth video

IV. Assignment of Responsibilities

A Memorandum of Understanding exists between the WSMC and the ESMC. In general, WSMC serves as the PACBAR III Program Manager, defines the operational scenario, and furnishes the radar shelter and support facilities on site. ESMC serves as Project Director to rebuild, modernize, install, and check out the radar system.

In addition, mutual interfaces exist between WSMC and ESMC. Equipment interface is split between the radar (ESMC) and communications (WSMC). Facilities will be accomplished by WSMC with design and radar requirement inputs from ESMC (i.e., boresight tower, power, HVAC, demineralized cooling water). Security will be worked jointly by both agencies, with WSMC having the lead.

V. Installation/Testing/Turnover to Operations

The basic integrated test will be made at Patrick AFB and nearby Cape Canaveral Air Force Station. The system will then be transferred by ship to the island site, off-loaded, moved to the site, installed, retested, and sold off to WSMC.

Full training (both classroom and OJT) will be given to WSMC O&M personnel by ESMC. Additionally, all documentation (software and hardware) will be updated and turned over to WSMC, thus reflecting the as-built configuration. One year of initial spare parts will be supplied with the instrumentation system.

VI. Conclusion

The PACBAR III system will meet the goals and objectives established by the Space Division to close the gap in the Pacific coverage in their worldwide tracking network. Existing Government instrumentation equipment, modified and updated through proven designs applied to similar equipment, allows the task to be accomplished at low cost, on time, with a minimum of technical risk, and with long-term supportability.